Increase in the Child Mortality Rate in Orissa

1158. SHRI RAHASBIHARI BARIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the reasons for the increase in the child mortality rate in Orissa: and

(b) the steps taken to check the child mortality rate in that State?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI A.R. ANTULAY) (a) and (b) The child mortality rate in Orissa has shown a decline from 47.9 per 1000 children 0-4 years in 1984 to 33.4 in 1992 according to the Sample Registration System, Registrar General of India. Sicne 1992 the Child Survival and Safe Motherhood Programme is being implemented in the State to further reduce mortality and morbidity among children.

मात्-मृत्यु दर

1159. **श्री अनुतराय देवशंकर दवे**: क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क)देश में इस समय राज्यवार प्रतिवर्ष मातृ-मृत्यु दर कितनी हैं;

(ख)क्या देश में ग्रामीणो और निर्धन लोगों में निरक्षरता के कारण मातृ-मृत्यु दर सबसे अधिक हैं;

(ग)यदि हां, तो क्या सरकार ने मातृ-मृत्यु दर में कमी करने के लिये कार्यान्वित किये गये कार्यक्रमों और योजनाओं का मूल्यांकन करने हेतु कोई सर्वेक्षण किया हैं;

(घ)यदि हा, तो उसके क्या परिणाम निकले हैं; और

(घ)यदि नहीं, तो उसके क्या कारण हैं?

(**स्वास्थ्य और परिवार कल्याण मंत्री (श्री ए0 आर0 अन्तुले**) : (क) अंतर्राष्ट्रीय जनसंख्या अध्ययन संस्थान, बम्बई द्वारा प्रकाशित की गई "राष्ट्रीय परिवार स्वास्थ्य सर्वेक्षण, 1992-93" की रिपोर्टण के अनुसार राष्ट्रीय परिवार स्वास्थ्य सर्वेक्षण होने से पहले की दो वर्ष की अवधि में औसतन मातृ-मृत्यु दर प्रति एक लाख जीवित जन्मों पर 420 थी। राज्यों/संघ राज्यों क्षेत्रो से मातृ-मृत्यु दर के बारे में विश्वससनीय आंकड़े उपलब्ध नहीं हैं।

(ख)ग्रामीण मातृ-मृत्यु दर (431) शहरी मातृ-मृत्यु दर (380) की अपेक्षा 13 प्रतिशतए अधिक थी।

(ग) और (घ) उपर्युक्त सर्वेक्षण के अनुसार 61.1 प्रतिशत महिलाओं ने गर्भावस्था में टेटनस टाक्साइड की वैक्सीन और 50.5 प्रतिशत महिलाओं ने आयरन और फालिक एसिड की गोलियां लीं। 34.7 प्रतिशत जन्म स्वास्थ्य व्यवसायियों ओर 35 प्रतिशतए जन्म प्रशिक्षित दाइयोंए द्वारा करवाए गये।

(ड.) यह प्रश्न नहीं उठता।

Launching of "Safe Travel Programme"

1160. SHRI V. HANUMANTHA RAO: Will the PRIME MINISTER be pleased to state:

(a) whether Government are considering to launch a "safe travel" programme;

(b) whether it is a fact that South Central Railway are not giving adequate attention to the safety aspects of fail travel; and

(c) the steps proposed to enhance rail safety in 1996-97?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS) (SHRI SURESH KALMADI): (a) and (c) Yes, sir. Railway accord highest priority to safety in train operation. The following steps are being taken to enhace safety:

1. Priotity execution of track circuiting on all the trunk route and main line stations.

2. Change in signalling circuitry to prevent slot being given till starter and advance starter signal for the preceding train have been put back.

3. The track structure has been strengthened. The rails have been converted into long welded rail

panels by welding and removing fishplates.

4. The communication facility between station staff, diriver and guard of running rains will be provided.

5. For monitoring of the track geometry and running characteristics of the track, sophisticated track recording cars, oscilograph cars and portable accelerometers are being progressively used.

6. The condition of rolling stock has been improved. Four-wheeler wagons are being raplaced with better bogie Air-brake stock.

7. To prevent cases of cold breakage of axle, all ROH depots have been equipped with ultrasonic testing equipment for timely detection of cases of flaws developing in the axles.

8. The training of staff has been given new thrust with better training facilities like projector, silides, study and discussions, of accident cases.

9. Simulators have been installed for training of dreivers. Two simulators are working, one each at Kanpur and Tughlakabad. Two more are being imported from Australia.

10. Auxiliary warning system for giving advance warning about signals at danger to driver of the running train and stopping the train if the driver does not respon within thepre-determined time interval has already been commissioned on Bombay suburban sections.

11. Instant Action Groups have been formed on certain nominated trains to check entry of unauthorised passengers in reserved coaches and persons carrying inflammable/expllosive material.

12. The frequency of inspections and surpirse checks has been increased. More safety drives have been launched.

(b) No, Sir. South Central Railway also accords highest priority to safety aspects in train operation.

Resource Ceneration Out of Surlplus Land

1161. SHRI RAJUBHAI A. PARMAR: Will the PRIME MINISTER be pleased to state:

(a) whether there is any proposal for disposing of or commercial utilisation of surplus lands with the Railways for finding resource for upgrading and reinforcing the railway-lines, including conversion of small and meter-gauge lines into broad gauge, doubling of rail lines and laying additional rail lines; and

(b) if so, what is the extent of surplus lands in each railway sone; and what are the norms adopted for identifying the surplus land?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS) (SHRI SURESH KALMADI): (a) and (b) There is no surplus land with the Railways and there is no proposal for disposing of any land with the Railways.

With a view to raising much needed resources for development of the Railways, a proposal for the development of railway property by utilising the air space above railway land/buildings at certain selected locations was framed.

A decision on this proposal has been deferred.

पेयजल योजनाओं में अनियमितताएं

1162. **श्री कनक सिंह माहन सिंह मोहनसिंह मंगरोला** : क्या ग्रामीण क्षेत्र और रोजगार मंत्री यह बताने की कृपा करेंगे कि:

(क)क्या सरकार ने पेयजल संबंधी आंकड़ों का विशलेषण करते समय बड़े पैमाने पर अनियमितताएं पायी हैं;

(ख)यदि हां, तो उन अनियमतिताओं के संबंध में ब्यौरा क्या हैं; और

(ग)केन्द्रीय सरकार ने इस संबंध में 30 जून, 1995 तक केन्द्रीय स्तर पर यथा कार्यवाही की हैं?

ग्रामीण क्षेत्र और रोजगार मंत्रालय में राज्य मंत्री